

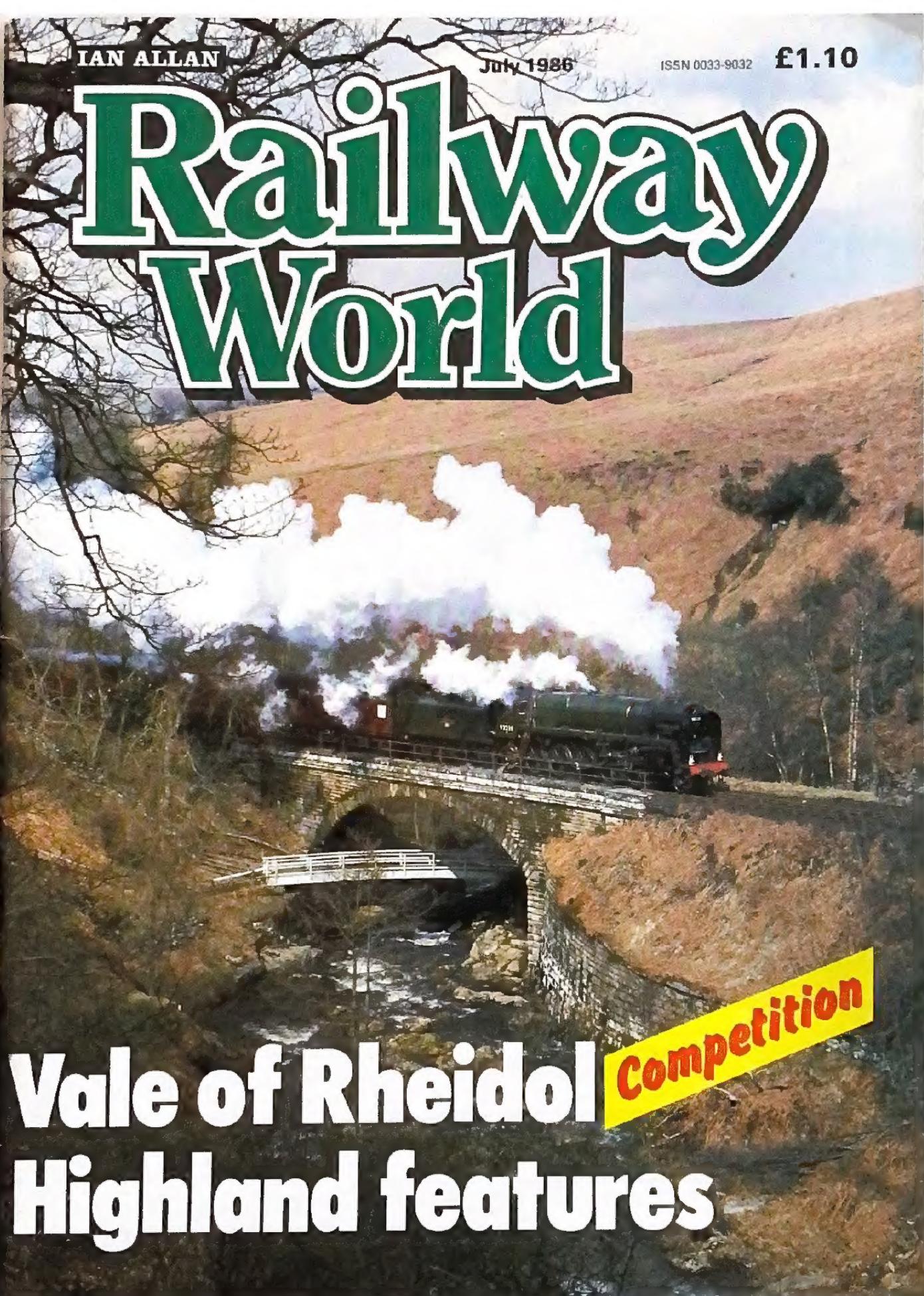
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Railway World



Vale of Rheidol
Highland features

Railway World

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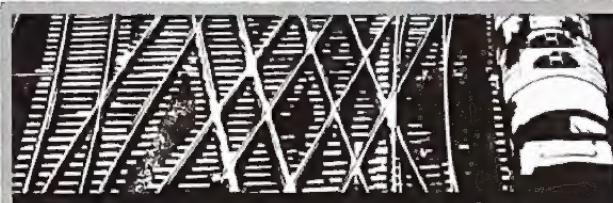
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Cover:

In the event, BR '9F' 2-10-0 No 92220 *Evening Star* from the National Collection has had an extended stay on the North Yorkshire Moors Railway (see 'Preservation Scene').

On 19 April, No 92220 was photographed at Thomason Foss when working the 11.10 Grosmont-Pickering, three days before the Beck Hole 'problem' stopped through movements between Grosmont and Goathland. W.A. Sharman

JULY 1986



Points & Crossings

THERE must be many people who subscribe to, or support the objectives of the railway development pressure groups, who have seen in the May 1986 BR timetable what appears to be a belated realisation of the worth of certain ideas for making the most of passenger railways. The cross-country express passenger services have been generally improved, not least with the southeast/northwest trains brought in with that timetable and the rehabilitation of Kensington Olympia. Quite frankly, some of these improvements have been too late in coming for the failure of BR management since 1948 has been its lack of thinking *strategically*.

Now there is no hidden military objective here, simply that a national network must think nationally. It has taken the completion of most of the motorways, and the resultant improvement of the express coach services to comprise an integrated network for this to happen on BR. The Beeching era created a number of misguided objectives, one that the passenger train was really there only to cater for identikit Beechings on expense account outings, intent on travelling between London and provincial centres only. Under Beeching, cross-country express services received short shrift. Subsequently, whatever the evidence of the ordinary man's eyes may have suggested in terms of congested cross-country roads, the BR view was that all traffic had to radiate from London. Never mind that it was clear that some cross-country journeys by rail were (and some still are) ludicrously slow by any standards. Clearly, no one on BR believed that certain point to point journeys were worth catering for, just because there had never been a regular service between particular towns. That attitude is fast changing.

So is the feeling about reopening stations and sections of railway. There is no doubt that the pressure for some reopenings is misdirected, but *in general* what was originally thought of as very daring and experimental by BR has been successful. Not that it should seem very surprising for the country has changed vastly in the last quarter-century and the railway must adapt to changing needs. But seeing what has been done at Templecombe, by the inspiration of the Templecombe Station Working Committee and BR, reveals what local enterprise and hard work can achieve. A look at the ticket register shows that the journeys are long-distance, too, not just local excursions. So, let the railway development groups bask in the glow from the May 1986 timetable — Cambrian improvements and all — they believed that railways could do it. At last it is conventional wisdom. Good.

Frontispiece:

So 'A4' Pacific No 4468 *Mallard* will be working to Scarborough this summer. This shows No 4468 passing Falsgrave box, Scarborough on 25 March, in the course of its trial main line run, from York-Scarborough-Doncaster Works for repainting. The valancing was removed for the test run only. R.L. Patrick

What did you call them?

Sir,

Do you remember that exciting moment when a distant, dark smudge under a plume of white exhaust steam suddenly lost its anonymity as the uniquely harmonious sound of a chime whistle reached your ears? Do you remember that cry that immediately went up from the group of small boys around you? 'It's a Streak! No? Well, perhaps you aren't lucky enough to have been a spotter in the heyday of steam. Or perhaps it's just that you weren't an LNER man. In that case, perhaps you were more familiar with 'Semis' and 'Crabs' or with 'Spam Cans' and 'Terriers'. Or did you scorn any engine, however impressive in other people's eyes, if it didn't run on God's Wonderful Railway? Surely, even so, you and your fellow worshippers weren't so reverential as always to call his locomotives by their divinely inspired appellations.

I am currently collecting material for a book about these evocative nicknames. If you were a spotter before the demise of British Rail steam or, indeed, a railwayman, please send me a list of the ones you can recall. I should be glad to have any additional information you think might be of interest—precisely when and where and by whom each name was used, how that class of engine came by that particular name, and so on. It would be a pity if your own favourites went unrecorded, don't you think?

A. A. LYNE,
50 Furness Avenue,
Sheffield S17 3QL,
Tel: (0742) 361386

The Calder Valley units

Sir,

I enjoyed reading Mr Chapman's article on these DMUs (July 1985 issue), particularly as I have travelled nearly 7,000 miles on Class 110s. In the mid-1970s, they often deputised for ailing Trans-Pennine DMUs on the Hull-Huddersfield-Liverpool service, eg 29/11/75 — 52080, 59817, 51817 on the 15.45 Hull-Liverpool and on 20/7/77, 51824/45, 59710 on the 19.50 Hull-Liverpool. Between 1970-79, they could also be found on services to Manchester Piccadilly routed over the Hope Valley line. They are also finding their way occasionally to Carlisle over the Settle route as when one set with a Class 101 unit formed a DMU relief to a loco-hauled service on 9 March last year.

Finally, passengers on the York-Normanby-Sowerby Bridge service were deprived of their trains on 5 January 1970, not May of that year.

L. HOLLAND
Brighouse

The Chester and Holyhead Railway

Sir,

In his letter regarding the Abergele disaster in the March 1986 issue, Mr Cheshire misquoted the date of the accident which was 20 August 1968.

I enclose a photograph of the memorial post, taken on 8 August 1966. Sometime before that it had broken off at ground level and had been stored in a nearby platelayers hut. The post was supported from behind with a wooden stake when the photograph was taken. I was told that it was on the exact

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spot of its original location after which it was returned to the hut.

Whether it still exists, nearly 20 years later, I do not know.
W. T. STUBBS
Stenhousemuir



The Helston branch

Sir,

It was good to see the Helston branch profiled in the March 1986 issue. However, I would like to make some additions and amplifications. As built, there was an intermediate block post and staff station at Nancegolian though trains could not cross. In May 1908, a new signalbox (Nancegolian Crossing Place) with a crossing loop was opened some ½-mile north of the station. The old box became a ground frame and the signals there were removed. Both of these were superseded in 1937 by the new station and box.

The ground frame building at Praze bore the legend 'Praze Cabin' in cast-iron letters and boasted a 14-lever frame, though only four levers were ever needed.

Helston's layout was modified and resigned in 1957, when the worn-out locking frame of 1887 was renewed. The stone chute sliding dated from this time. The signal diagram of Helston reproduced in the OPC publication of Great Western stations is of the 1957 layout, though it contains a number of errors. Until 1957, the electric train staff instrument and block bells at Helston were situated in the 'telegraph room' in the main station building.

Motive power on the line was standard GW 'Metro' 2-4-0Ts until the early 1930s, though steam railmotors were tried in the early 1900s; they tended to stall on the gradients. '45xx' 2-6-2Ts reigned until July 1962, when the last pair, Nos 5837/62, were withdrawn to store at Penzance. A D63XX class locomotive was shedded at Helston

until withdrawal of passenger services, after which the shed was disused. Larger engines were permitted to proceed from Gwinear Road to Praze for the purpose of taking

Freight traffic, brisk to the end, finally ceased on 5 October 1964, but the last movement on the branch was on 8 October, when an engine was sent to recover remaining rolling stock. Gwinear Road station ('Change for Helston, The Lizard, Mullion and Porthleven') closed to all traffic on 5 October 1964. Within a year, all trackwork had gone and the massive level crossing gates, murderous to shift in a high wind, were replaced by automatic half-barriers.

ROY HART
London SE14

Further light on 'F. Moore'

Sir,

The Locomotive Publishing Co issued a booklet in about 1914, entitled *Express Trains of the British Isles*, by H. Gordon Tidey. It consisted of 12 leaves of cartridge paper, 10½in by 8in, joined by blue card, each bearing a 'F. Moore' coloured card made from Tidey's photographs. The rest of the page contained a caption detailing the service illustrated. The cards are first edition prints with rich colours, printed on stout card, pasted in along the top edge only, with a full caption etc on the reverse. Originally published at one shilling, this little booklet is now quite a rare item, and should be included in a record of 'F. Mooriana'.

V. R. WEBSTER
Newark

Plain track

Sir,

I was sorry to read the ill-informed comments by Ian Allan in the March 1986 issue concerning the appearance of the terrazzo floor and toilets at Salisbury station.

Contrary to his thoughts, we are very concerned about maintaining the image of the restored station. The problem with the floor in the booking hall — actually its marble — was caused by a failure in the mechanical cleaning equipment and the fact that some defects in the floor required remedial measures by the contractor.

So far as the toilets are concerned, Mr Allan noticed that there was an absence of vandalism and graffiti which indicates that our regular day-to-day cleaning does work. I suspect that the 'just plain dirt, dust and spiders' webs' were above reach level and are taken care of at regular intervals by our Heavy Cleaning Gang.

G. DANIELS
Area Manager,
BR Salisbury

Gresley's Garratt

Sir,

It was an unexpected pleasure to read Eric Neve's comments (*Railway World* January 1986 issue) on the Garratt chapter of our book *The Great Central in LNER Days*. Before expressing disagreement with what he has said, we note that a good deal of it derives from a Mr R. Fareham, and we would have preferred to talk over the various points with this gentleman rather than risk appearing not to appreciate the interest he has taken in our book by too readily dismissing the ideas he has put forward, especially as he is not known to us.

RAILWAY WORLD

Speaking of the length of train which the Garratt would have been expected to haul, Mr Neve tells us that Fay and Robinson of the GCR planned to utilise the engine's power by increasing the loads up to as much as 90 wagons, but this is surely based on a misunderstanding. Such trains would not have been envisaged by the GCR management because their plan was to build 'O4'-type Garratts which would have taken trains probably not much greater than the existing double loads. As to how the LNER-style Garratt was to be used, that of course is a different matter. The figure of 90 wagons has evidently been arrived at by a calculation of the engine's tractive effort, but our view is that it was increased in power not with any specific loading in view, but simply because it was Gresley's general policy to build powerful engines.

Seeking evidence for the Garratt's intended role, Mr Neve cites the paper written by Mr B. Spencer, and claims that the change of plan from main line work to banking would not have gone unnoticed. Study of the paper has led us to the conclusion that, since it was intended for consumption by officials of rival companies, it was something of a cosmetic exercise, and tended to gloss over many important matters, though to enter into more detail would take us beyond the scope of the present subject.

In the light of what Mr Neve has said about the speed of coal trains, our remarks need to be clarified. First of all, it is perfectly right to say that the total transit time of mineral loads would not have been much increased by the use of Garratts because speed of the traffic was governed by reception of capacity in the Manchester area. However, this is hardly the only measure of efficient working. In our opinion, the use of Garratts would have speeded up the movement of loaded trains from one loop to the next, and thus have reduced line occupation. Movement of empties — a factor apparently not considered by Mr Neve — would have been greatly expedited, with very beneficial results for the operation of the line as a whole, while the elimination of banking engines, all of which had to return light to Wath or some other starting-point, would have been a further advantage.

In speaking of the heavy gradients of the Woodhead line, we should, of course, have

Southbound with the 'Pines' (Donald Beale, Somerset & Dorset Railway Trust, 48pp, illus, soft covers £2.50*). Peter Smith, well known engineer and writer, introduces the reminiscences of another noted S&D footplateman, Donald Beale, and what follows is a happy evocation of steam railway operations, including experience with oil-fired LMS '5s'.

(* Available at this price plus 25p p&p from SDRT Sales Manager, 4 Wiltshire Avenue, Hanham, Bristol BS15 3QU.)

Building the Hull & Barnsley Railway (Iain Rutherford, Hull City Museums*, 32pp, illus, soft covers £1.00*). A real bargain! This publication was produced to mark the H&BR's centenary, and features photographs of the line under construction, with accompanying photographs of the route of the deserted railway today.

(* Available at this price plus 20p p&p from Town Docks Museum, Queen Victoria Square, Hull HU1 3DX.)

made it clear that the very severe Worsborough incline was not included in this general category; it is evident that even with a Garratt as traffic engine banking assistance would still have been needed, much as in GCR days.

In connection with the Worsborough route, it is advisable to bear in mind that the real potential of Garratt working could only have been realised by line improvements which were not discussed in detail because of space. One of these may well have been the strengthening of the weak bridge in the vicinity of Barnsley Court House station, which would have enabled loaded coal trains to avoid the Worsborough line altogether.

Considering more detailed questions, we do not accept the comparison made between the Garratt and engines of Classes O4, O2, etc, so far as concerns the fitting of vacuum brakes. These 2-8-0s were essentially traffic engines and frequently worked fitted or part-fitted trains — certainly this is true of Class O4. For a banker based permanently at Wentworth, such duties would never have been envisaged. The reason why vacuum brake was a standard fitting on most engines was, we feel, because most engines were used in a traffic role of some kind.

Mr Neve's remarks about the time when the Garratt was washed-out at Mexborough Loco raise the question of sources. In five successive working timetables for the years 1935-39 the engine is described as finishing duty at 9pm on Saturdays, and if it received attention in the usual order before going into the shed for washing-out it seems reasonable to suppose that it would be well into the early hours before the latter task was carried out, especially in view of the Garratt's size. This supposition is supported by the official booklets *LNER Locomotives Past and Present* and *LNER Locomotives 1938*, in both of which it is said that the Garratt was in steam 'continuously from 4am on Monday morning to 3am on the following Sunday morning'. Without definite and very reliable evidence to the contrary it is hard to see how such detailed statements can be contested. In the summer of 1939 the Garratt's finishing-time was changed to Saturday morning, perhaps because of the fall-off in traffic during the summer, possibly because of revised arrangements affecting the boiler washers at Mexborough; however, since our book dealt entirely with the interwar years

we omitted this on grounds of space.

Mr Neve gives 4.15am as the time when the Garratt was booked off shed for duty, but the series of timetables referred to above give 5am. This does not rule out the fact that it may have left the shed at 4.15 in other years, but it does underline the point that it is not advisable to be too specific in such detailed matters. Lacking a sufficiently wide selection of timetables, we avoided any mention of a specific time in our text.

With regard to what Mr Neve has to say about the subject of manning, the main point seems to be that Wentworth was a separate depot rather than a sub-shed of Mexborough as we stated. During our research we were unable to discover any official documentation dealing with Wentworth Loco and so relied entirely on what we were told by local railwaymen; from this source we were given to understand that Wentworth came under Mexborough both from a manning and locomotive point of view, although our text says that Barnsley men also had a share. We are surprised to hear that travelling difficulties played any part in the matter, for in pre-war days work was scarce and railwaymen were prepared to travel, knowing that the alternative was to lose work. We are also surprised at the reference to promotion of men into the Mexborough/Barnsley area, as it was our impression that because of the state of the coal trade the general trend was in the other direction, with men leaving the district to go elsewhere, eg March. We feel sure that instances of promotion into the district were fairly isolated.

Concerning the low mileages achieved by the engines fitted for colloidal and other fuel experiments, other factors need to be taken into account. The low mileages were not in any way connected with poor engine performance, but were the result of problems encountered in preparation and storage of the fuels. As for the success of the experiments, in an interview for the *Manchester Guardian* J. G. Robinson stated that the engines working with alternative fuels had been tried over the hardest section of the line (Manchester-Dunford) and had kept the same times as conventional engines, as well as maintaining a full head of steam.

DAVID JACKSON,
OWEN RUSSELL,
Manchester

New Books

Brunel in South Wales — Vol 1 — In Trevithick's Tracks (Educational slide pack [24 slides] with introduction and commentary by Stephen K. Jones, 30pp, and guide and bibliography to the Brunel family, 18pp, £7.50*). Published by the County of South Glamorgan Library and Learning Resources Centre*, this is a self-contained educational pack dealing with Brunel's work in South Wales — Taff Vale Railway, other lines, docks, piers, etc — and is designed for teaching at primary and secondary school level. It will be of general interest also to railway enthusiasts. The pack provides good coverage of Brunel's often neglected work in South Wales.

(* Available at this price which includes p&p from the Centre at Cyncoed, Cardiff CF2 6XD.)

Somerset Railways (Robin Madge, The Dovecote Press* Ltd, 159pp, illus, soft covers £8.95). A useful general history of the county's railways which takes in main lines, branches and independent concerns, aided by maps and a serviceable range of photographs, some of slightly dubious quality. But as a county railway history it cannot be faulted and it should meet with a good response. Published in late 1984.

Yesterday's Railwayman (D. A. Newbould, Oxford Publishing Co, 96pp, illus, soft covers £4.95). Signalmen's reminiscences in print are not unusual, but Mr Newbould's account is of interest as he progressed from the signalbox to Rotherham Control, then to clerical duties at Tinsley Yard (in post-Dowty retarder days) and concluded his railway career as a roster clerk. It also deals with a railway area not so far covered in railway reminiscences, by virtue of his signalman's duties at Kilnhurst, Thrybergh Junction, Grove Road and Doncaster.

BRITISH RAILWAYS BOARD

THE BRB announced on 30 April that because of increased traffic on LRT's Metropolitan line, said to be a direct result of the successful Travelcard and Capitalcard facilities, LRT is currently unable to cope satisfactorily with diverted traffic from the proposed closure of Marylebone station. As a result, BR is not in a position to go ahead with proposals to close the lines between Northolt Junction, Harrow-on-the-Hill and Marylebone, and has therefore withdrawn the closure notices, but BR and LRT are to seek means of rationalising facilities.

The prices of some Saver fares were increased from 11 May by amounts ranging from 20p to £1. This only applies to travel on Fridays and summer Saturdays and to tickets priced between £8-£12 and over. The increase will not apply to Saver tickets for travel on other days of the week, or for travel within the London and southeast area or the Western Region. Saver fares will continue to be available seven days a week throughout the network and valid for up to one month. They can be used on most trains, other than the main business trains.

Passengers starting their journeys on Sundays to Thursdays or on Saturdays outside the summer peak, who had returned on Fridays or summer Saturdays with lower price Saver tickets, will now have to pay the higher rate if they still wish to return at those peak travel times. The cost of Saver travel on summer Sundays is however, coming down.

Groups of six or more adults travelling to the Continent by rail and sea can now qualify for reduced fares, InterCity Europe announced recently. Savings of up to 20-25% can be made on some fares, and groups of more than 25 or groups of young people under 26-years-old can save even more money.

The opening of Heathrow Airport's new £200 million Terminal 4 on 12 April signalled the introduction of BR's fifth Ticket and Information Centre at the world's premier international airport. Centres have been operating successfully for many years in the airport's other three terminal buildings and also in Heathrow Central Underground station. All of the five counters issue rail tickets for travel to any station on the BR network and can give information about train services in every part of the country. Each counter is also linked to BR's computerised seat and sleeper reservation system which means that bookings can be made for a variety of other services including Golden Rail holidays, Continental rail travel, Sealink ferries and Hover-speed.

Sliza Pizza, a new pizza bar run by Travellers Fare, is now open



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for business in the frontage of London's Victoria station. The bar is the first station eating place to concentrate solely on pizzas which are to be sold whole, half or as the name implies, by the slice. There are three varieties at present but others will be introduced as the unit becomes established. If the present success is maintained Travellers Fare will consider extending the idea to other busy London termini.

Britain's major public transport operators were, for once, united on 21 April as they brought 6,000 children from all areas of the UK to Buckingham Palace for a special birthday tribute to Her Majesty The Queen. The children, aged between 8 and 13, were carried by bus, coach, tube, rail and boat and arrived, en masse, down the Mall, each holding two bunches of daffodils, to offer a spectacular floral and vocal tribute to the Queen.

Nine-year-old Leeds schoolboy, Jonathan Carter, has clocked up an amazing 52,345 miles by train in 1985 to become BR's young Super Traveller of the year. Jonathan is one of a group of youngsters who received their Super Traveller awards from former Manchester United and England footballer Bobby Charlton at a special ceremony at York station on 22 April. Altogether the 11 Super Travellers covered a total of 406,360 miles by train in 1985, the highest total mileage ever recorded in the four years of the Super Travellers competition.

Railfreight has joined forces with the Freight Transport Association to mount a series of provincial presentations in a bid to

Above:
The official opening of the new station buildings at Windermere, on 14 May. This brought the first Class 142 unit (142.045) on to the Oxenholme-Windermere line, but regular workings by these railbuses will not start until later in the year.

Mike Wilson

raise awareness of rail freighting services currently available. These presentations, entitled 'The Rail-Road Show', were made over several weeks at Newport, Exeter, Birmingham, Altrincham, Glasgow, Leeds and Norwich to potential Railfreight customers, local authority representatives and local businessmen and women. The presentations centre on the areas in which Railfreight has identified traffic potential, as its aim is to win around 2½ million tons of new business a year.

David Mitchell, Minister of State for Transport, gave BREL a pat on the back recently when he opened British Rail Engineering's new Conference and Exhibition Centre at Derby. In his speech he congratulated BREL for having produced some exciting new products, quoting the International Coach as an example. He also thought that the new Conference and Exhibition centre is an excellent facility for promoting Britain's high reputation in railway engineering and BREL's export products.

David Mitchell publicly defended the Government's Channel Tunnel decision recently, while speaking at the Freight Transport Association. Mr Mitchell said that, among other things, the Tunnel would improve the quality of many people's lives by taking the heavy

lorries off the roads and putting more freight traffic on to the railways. He also said that the tunnel will link BR into the continental rail network, and give our railways the long-distance hauls which will enable them to beat road competition.

BR travel service and technology, including a working railbus and the cab of an InterCity 125 train, are the key part of BR's exhibits at Expo 86 in Vancouver, which was opened at the beginning of May by His Royal Highness The Prince of Wales. The Railbus, a Class 142 'Pacer' unit No 142049, is one of 164 in operation or on order for BR and is a two-car unit, built jointly by BREL and Leyland Bus. The railbus arrived in Canada in May and began operating a three times a day passenger service on the British Columbia Hydro Rail line for a two-week demonstration and test period on BC Rail's main line from North Vancouver to Squamish.

LONDON REGIONAL TRANSPORT

Passengers at Liverpool Street (Metropolitan line) and Shadwell (East London line) have reported the rare sight of BR's Ultrasonic Test Train passing through the stations during the lunch hour of 15 April. The two-car DMU is normally based at Reading. The unit appeared again, this time on the District/Circle line at Monument on 30 April.

Over the weekend of 26 and 27 April, the BR High Speed Track Recording Coach, DB 99950, returned to 'Underground' metals for operation in the Neasden area between Hastings Class 201 '65' power cars 60008/09.

At Ruislip track fabrication depot, Fairclough Building's Southern Division are to construct new facilities. The main building will be a new stores, with a staff building, site offices and a compressor house also to be built.

London Underground Ltd's first year as a new company has been a huge success according to passenger figures released in April. More than 750 million passengers travelled on the Underground since it became an independent company early last year. Much of the recent increase in traffic is off-peak, indicating successful marketing and attractive fares and ticketing, particularly the popular Travelcards and Capitalcards. But high reliability, environmental improvements and tourism are also factors.

Major developments in the transport facilities available to people with disabilities and mobility handicaps are now being co-ordinated by London Regional Transport. These include great

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improvements to the conventional public transport systems operated by London Buses Ltd and London Underground Ltd to make them easier to use by passengers with a wide range of disabilities and the use of Government funding to provide door-to-door Dial-a-Ride services for disabled residents of the Greater London area who can not use other public transport services. LRT is also acting on behalf of the participating London boroughs in the administration of the Taxicard scheme. This enables disabled residents who hold a taxicard to telephone any one of six taxi companies, which will carry them to their destination at a reduced fare.

EASTERN REGION

British Rail took delivery of a new £90,000 giant fork lift truck recently, which will make the weekly movement, by rail, of 6,000 tons of steel between BSC Scunthorpe and Templeborough Rolling Mills much easier. It has been built by British Manufacturers Lansing Henley Ltd, of Blackwood Gwent and is capable of lifting far greater loads than previous vehicles used, and will cut loading time by at least 80%.

The beginning of May saw the launch of BR's new promotional campaign encouraging people to use the Newcastle to Carlisle rail link often referred to as the Tyne Valley line. BR used the unusual theme of maidens and Roman soldiers for the launch — the maidens handing out flowers and the soldiers protecting the 20th century version of a chariot — two Class 143 Pacer trains. The use of the Roman theme for BR's new campaign is most appropriate as the Tyne Valley line parallels much of the famous Roman wall built by the Emperor Hadrian.

The first direct train from Barnsley to London for 35 years left Barnsley Central on 12 May. An InterCity 125 unit left Barnsley at 07.50, bound for St Pancras and was flagged away by the MP for Barnsley, the Rt Hon Roy Mason. The train will run every weekday, calling at Derby, Leicester and Luton and will have a restaurant and buffet service.

JULY 1986

Hull station's new £400,000 Travel Centre was officially opened by the Earl of Halifax on 8 May.

Holbeck depot, Leeds, was recognised in a naming ceremony on 15 April when Class 47/4 No 47425 was named *Holbeck* by retired driver, Fred Whatmough. The locomotive shed at Holbeck opened in 1868 and took on its present form in 1970. The ceremony was to commemorate the transfer of the train crew establishment to Leeds station, although servicing of diesel locomotives will continue on this site. The locomotive retains old-style blue livery.

On 8 April at Leeds, Class 47/3 No 47379 was named *Total Energy* by Robert Judlin, Total Oil GB's Managing Director. BR's business relationship with Total commenced in 1965, and last year over a million tons of the company's oil products were moved by Railfreight.

The honour of naming the last Class 86/2 locomotive to be so treated fell to former Prime Minister, Edward Heath, at Liverpool Street on 21 April. At a ceremony No 86238 was named *European Community* before hauling the 10.20 special to Harwich, Parkstone Quay for the introduction of the new Sealink ferry *Koningin Beatrix* on the Hook of Holland service. The new boat was late returning and the 17.25 for Liverpool Street left Parkstone Quay over 7½ min late, and a further 7½ min was then lost through signal checks but spirited running and recovery allowances led to a net recovery of

4min by London. Following this event some boat trains have been electrically hauled.

Class 45/0 locomotives rarely see passenger duties these days, least of all on the East Coast main line, but on 21 April Nos 4501/2 (TO) both appeared at King's Cross, believed to be with school charters in connection with celebrations of Her Majesty The Queen's 60th birthday.

Unusual sightings south of Peterborough during April included Class 37/0 No 37043 *Loch Lomond*, Class 37/4 No 37427 *Bont-Y-Bermo* and Class 47/4s 47635-38/40/42/43/45 (mainly ScotRail based).

Power cars on InterCity 125s are suffering from exhaust manifold casting fractures. A major investigation is in hand between BR and Paxmans (manufacturers of the engines) to determine the cause and to remedy the problem. In the meantime, some services are operating with only one working power car.

Electrification work between Hitchin and Peterborough is now well advanced and the line is frequently closed on Sundays with services re-routed via Cambridge. Over Holme Fen, south of Peterborough 'jumbo' mast bases have been installed. An additional electricity sub-station has been provided at Hitchin, with stations also in prospect at Biggleswade, Huntingdon and near the former CEGB Little Barford power station.

A dispute over manning of the EMUs caused cancellation of many services on the Wickford-Southminster line for three days in

Above:
Marylebone revival. One rather surprising special operated on 30 April from the reprieved terminus to Princes Risborough and back. At its head was Class 47/4 No 47585 *County of Cambridgeshire* (just ex-works), with the formation including a gauging vehicle, the track recording car, a Pullman Rail Pullman car and saloon GER No 1. The train is seen at Gerrards Cross. M. Wingfield

April. A bus service was substituted. Stratford crews who manned the branch DMU trains were unhappy about Southend Victoria men (whose depot is of course nearer) being allocated the EMU duties in the new timetable service from 12 May. A morning commuter service from Southminster to Shenfield has been formed of an eight-car EMU since early April. The 23.06 Wickford-Southminster on 10 May, returning at 23.43, then (nominally) non-stop to Liverpool Street and worked by the green-painted Class 105 unit 53359/54122 brought to an end DMU operations in the GE's London area. In the event the working terminated at Seven Kings because of engineering work.

Below:
On 17 April, a pair of Class 307 EMUs formed the 06.29 Wickford-Southminster, almost a month ahead of public electrified services. The train is seen at South Woodham Ferrers station. DMU workings were being covered by Southend Transport buses as a result of a local drivers' dispute.
Michael McGowan



Rail Report

Platform 9 at Liverpool Street is now rebuilt and back in use. Work has now begun on Platform 10.

A special service noted at York on 31 March was formed of Buxton Class 108 DMU set No BX 489.

Fifteen new Class 317/2 units had been delivered to Hornsey EMUD by early May and seven were in passenger service by the start of the new timetable. The latest, No 317368, which arrived still in undercoat, was to be painted at Ilford in the new London & South East Sector livery, which although subject to many inspired 'leaks' had still be to officially announced by Sector Director, Chris Green, as we went to press.

The cascading of GN Class 312 units to Clacton services, after overhaul at Wolverton Works, has begun. Three units were in GE line services by early May with two more in works. A delay in introducing Class 317/2 units on the GN has led to two Class 312/1 units being loaned from Clacton to Hornsey, this in turn delaying the planned withdrawal of some Class 302 units.

LONDON MIDLAND REGION

The first new line to be built in South Manchester since 1910 was officially opened by the Rt Revd Michael Baughen, the Bishop of Chester, on 29 April. The line, which runs through former church land, is known as the Hazel Grove Chord, and runs 400yd to link the Buxton and New Mills Central/Sheffield lines. The opening of the Chord, which cost £1.5 million, improves travel opportunities for thousands of people who live in North West England and Yorkshire.

Telford's long-awaited new £2 million Central railway station was officially opened on 12 May by The Rt Hon Lord Murray of Epping Forest and Telford. Also present was Cyril Bleasdale BR's General Manager, Midland Region, and Lord Northfield of Telford, Chairman of the Telford Development Corporation.

A new station has been opened on the Leicester to Birmingham route. South Wigston station was officially opened on 10 May by Dr Peter Hill, JP, Chairman of Leicestershire County Council and is the first new station to be opened in Leicestershire since 1907. The new service offers regular services in both directions using new Sprinter diesel trains and the journey to Leicester takes just 6min. The funding for the station came from Leicestershire County

Council who provided £135,000 for the two-platform station, which has been built in just over three months.

The Luton Flyer Railair coach link was officially inaugurated by BR's London and South East Director, Chris Green, in a ceremony recently held at Luton International Airport. The joint venture, between BR, Luton Bus and Luton International Airport, hopes to provide a fast, comfortable and easy direct link for the increasing numbers of air travellers using the airport. Trains from St Pancras, running at half-hourly intervals throughout the day on Mondays to Saturdays and hourly throughout the night and on Sundays, connect with the special coach link at Luton station for the eight minute trip to the airport.

The northwest-southeast InterCity service via Kensington Olympia was inaugurated on 9 May by three special trains meeting at the station for the formal reopening and breaking of a polystyrene version of the Thames Barrier. Recently named Class 86/2 No 86238 *European Community* (appropriate considering Dover's links with the Continent) headed a special from Manchester Piccadilly which was headed from Willesden by Class 47/4 No 47487 (at least InterCity Sector now recognises the unofficial painting of this locomotive at Stratford TRS in its livery!) The service south of the Thames is diagrammed for Old Oak Common based Class 47/4 locomotives so the specials from Brighton and Dover for the inauguration ceremony were worked by 47549 and 47620 *Windsor Castle*.

The 'White Rose' charter train from Leeds to Ffestiniog was marred on 19 April by the failure of D200 at Mostyn Dock with main generator trouble. Class 47/3 No 47343 was summoned from Chester to push the train to Prestatyn, run round and continue to Llandudno Junction where the Class 40 could be removed. The train was again in trouble at Abergele and arrival was somewhat late at Ffestiniog. This

train and another charter from Morpeth were run in connection with the Ffestiniog Railway's 150th celebrations.

Hot and cold drinks and snacks are now available on selected trains on BR's Bedford to Moorgate and St Pancras route. The new trolley service operated by Travellers Fare has been introduced for a three-month trial and, if successful, will be extended to more trains between London and Bedford.

The Oxenholme-Windermere rail link is set to see a number of improvements in the near future. A new station building has already been opened at Windermere, and houses a station foyer, ticket and parcels offices and a waiting room. The building which cost £90,000 was opened by Councillor Jim Noble MBE, Chairman of South Lakeland District Council and Councillor Patricia Holmes, Chairman of Windermere Parish Council, and is part of major development in the area. This also includes a supermarket, car parking and bus interchange facilities. This branch line is scheduled to be worked by the new Class 142 'Pacer' units.

A day out combining the best of the Lake District is now available in one package. This unique day trip starts with a bus ride from Windermere station along the lake shores to Holker Hall, home of the Lakeland Motor museum, and includes a steam train trip from Haverthwaite to Lakeside. The final leg is completed on board a Windermere Cruiser before returning by bus to Windermere station. Costing £8.50 for adults and £4.75 for children, the tour operates Tuesdays to Fridays from 26 May to 29 August, and leaves Windermere at 11.05 and returns at 17.00 for connecting trains around the northwest.

Lancashire County Council's Public Transport Sub-Committee recently approved a package of further improvements to stations throughout the county. The latest scheme includes a variety of measures and is part of a rolling programme of improvements which was initiated by the County Council last year. One of the most

impressive schemes will be the restoration of the Victorian station canopy at Poulton and cleaning railway buildings at this site. At Ormskirk, a new factory will be constructed to link the railway station with the town's modern bus interchange, and at Bamber Bridge modified platforms are to be introduced.

Barmouth Bridge was reopened to InterCity trains on 14 April. Lightweight diesel multiple-units have been using the bridge since 1981, but due to troublesome wood-boring marine molluscs and worms, £1.8 million worth of repair work has had to be carried out to strengthen the structure of the bridge for locomotives. Two celebrate the reopening, Class 37/4 locomotives Nos 37426/27 hauled the Raspberry Ripple Mk1 set with 50 BR guests and nearly 200 railway enthusiasts as passengers across the bridge for the first time in six years. The opening marked an important stage in BR's plans to make the Cambrian line the most up-to-date rural railway in Britain, with improved passenger standards and lower operating costs. According to the Minister of State for Transport, David Mitchell, who spoke at the opening, the introduction of modern radio signalling, new Sprinter trains and other cost-saving measures will produce a reduction in operating losses by next summer. As a record of the event No 37427 was officially named *Bont-Y-Burmo* (Barmouth Bridge) at Barmouth.

As part of the celebrations to mark the 80th anniversary of Austin car production, Austin Rover and BR marked their long and close business association on the Longbridge site by the naming of Class 47/3 freight locomotive, No 47337 *Herbert Austin*. The naming ceremony took place on the platform of the old Longbridge station which is now within the Austin Rover site, and was carried

Below:
The final train working in Woodhead Tunnel — Class 37/0 No 37024 is seen on a track removal working on 4 May, at Woodhead station site.
Norman Daley



Rail Report

out by Mr Harold Musgrave, Chairman and Chief Executive of Austin Rover on 24 April. The main rail traffic out of Longbridge is, of course, trains of new cars, mostly for export via Harwich and other docks around Britain.

Push-pull running trials have commenced on the West Coast main line between Birmingham and Liverpool. Class 87/1 No 87101 *Stephenson* and withdrawn GE 'Jazz' lines EMU No 305439 have been modified by Railway Technical Centre staff. The unit's pantograph has been removed and a small diesel generator placed in the guard's van. Seating has been kept only next to the leading cab and a toilet has been fitted. Telephone communication is fitted between locomotive and unit.

The eight Class 20 locomotives for the ICI Tunstead duties worked from Buxton depot have been renumbered 20301-08 (see last month's 'Stocklist') to ensure that this specially modified fleet is retained for this traffic, but pairs were used on Washwood Heath trains in late April.

The highlight of the Merseyrail Centenary and Birkenhead North EMUD Open Day on 6 April was the running of the preserved Class 502 and 503 units in special services for public use. Present at the depot were locomotives Nos 03073, 03170, 03189 (withdrawn), 20008, 20135, 25907, 26027 (HA), 31275, 33026, 40122 (D200), 45041, 50007 *Sir Edward Elgar*, 56081, 58040, Battery locomotives 97701/02, DMUs 142031, 150108 and green parcels unit 920 (55966/67), and local EMU Sandite trains 178/83.

The continual reduction in numbers of Class 25 locomotives means that from 12 May the fleet will be concentrated at Crewe, apart from the 12 Class 25/9s which remain for special duties based at Carlisle. Consequently, there has been a significant increase in the use of Class 31/1 locomotives on freight traffic in Cheshire and Lancashire. Pairs of Class 20s are regular power for steel coil trains to Shotton, but on 12 April an empty train was noted near Chester headed by two pairs.

Two of the 'prototype' Class 47/4 locomotives, Nos 47409 *David Lloyd George* and 47407 *Aycliffe* worked via Birmingham to Reading on services for Poole on 1 April. The future of the 17 remaining examples of the first series is to be reviewed at the end of this summer. Classified overhauls on Class 47/4s are not being authorised during this period.

On 31 March, the 08.10

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Birmingham-Norwich was extended to Yarmouth owing to alterations at Norwich Thorpe over the Easter weekend. It was powered by Class 31/1 No 31144 (BS) piloting Class 31/4 No 31467 (OC). The 17.55 Leicester-Cambridge on 7 April is reported to have been formed of Chester-based Class 120 DMBS Nos 53713/14 which are now officially cascaded to the Red Star Parcels Sector. Even if all seating was in situ such capacity provided for just 68 passengers.

A broken line at Ashwell delayed Birmingham-Norwich services on 25 April, and East Suffolk Line Class 101 DMU set No 103 was hastily provided to deputise on the 13.20 from Norwich and 18.20 return from Birmingham.

By the end of April, 35 Class 142 units made up the operational fleet at Newton Heath, Manchester TMD. The final two of the first series will be delayed in delivery. As noted, unit No 142049 is an exhibit at Expo 86 in Vancouver, British Columbia, as part of BREL and Leyland's export drive; while unit No 142050 has an experimental Voith transmission and will first undergo trials from Derby RTC.

Hybrid Class 100/105 DMU 53355+53812 worked late afternoon services from Preston to Blackpool South and then to and from Kirkham on 14 April as substitute for a Class 142 unit.

The former GW and GC Joint line between Princes Risborough and Denham is of course regularly plied by Marylebone's 1960s built Class 115 DMUs. With the units still being overhauled and, after all these years, fitted with AWS equipment they will have to soldier on for a little longer — especially following the reprieve of Marylebone station. The line also carries steam specials for Stratford-on-Avon, 777 *Sir Lamiel* being noted in April, Class 47s on the Northolt-Calvert refuse trains and a Paddington-Wolverhampton service. On 20 April, Class 47/4 No 47606 *Odin* (CF) took this route with a rake of Mk 1 stock forming an Oxford-Wembley special for the Milk Cup soccer final.

On 30 April, Stratford based Class 47/4 No 47585 *County of Cambridgeshire* was provided for a special from Marylebone to Princes Risborough which included MPs. The train's stock included various special engineer's coaches.

A shortage of available electric locomotives was apparent at Preston in April. The 17.52 to Coventry was worked by Class 47/4 No 47475 (KD) on 16 April and the 19.22 to Crewe on 24 April had No 47406 *Rail Riders* (GD) as motive power. No 47406 also deputised on 21 April when No 47401 *North*



Above:
Class 143 No 143022 in Tyne & Wear Transport livery forms a private charter to Ravenglass at Newcastle on 9 April. Ian S. Carr

in Edinburgh-Glasgow push-pull services, these are former first open vehicles with 24 first-class seats replaced by 35 second-class.

The new £400,000 Falkirk Grahamston station was officially opened on 28 April by Councillor James Anderson, Convenor of Central Regional Council. Before the opening ceremony, Provost John Docherty of Falkirk District Council named Class 47/4 locomotive No 47636, *Sir John De Graeme*, in honour of the Scottish patriot.

SOUTHERN REGION

The electrified line between Tonbridge and Hastings had a royal opening on 6 May. The fully modernised, £20 million line was opened by Her Majesty Queen Elizabeth The Queen Mother who unveiled two plaques; one at Tunbridge Wells to commemorate restoration work at the station, and one at Hastings to commemorate the electrification of the railway. The royal train was headed by Class 73/1 No 73142 *Broadlands* and included Mk 3 vehicles, possibly seen for the first time in the South Eastern area. The Queen Mother was received at Tunbridge Wells by many dignitaries including the Lord Lieutenant for Kent, Mr Robin Leigh Pemberton.

Putney and Southfields stations are undergoing a facelift as part of Southern Region's £20 million station renovations and repainting process. The work at Putney will include brick cleaning and repainting the platform buildings and will cost in the region of £110,000. Similar work is being carried out at Southfields and will cost in the region of £51,000.

Trial running on the newly electrified Tonbridge-Hastings line took place from 20 March until mid-April. Former 'Tyneside' 2-EPB units Nos 6291/93, a Class 73/1, test coach ADB 975032 *Mars* and spare Class 411 DMBS coaches

Rail Report

61035 and 61342 made up the formation. Locomotives 73128 and 73133 were reported on different dates. On 10 April, the formation was running without the locomotive which may confirm a correspondent's view that full electric working didn't commence until 8 April and that other tests and crew training were the purpose of the earlier trips.

One unforeseen problem was Battle barrier level crossing. A combination of metal chaireed wooden sleepers and steel backed roadway sections caused heavy road vehicles on the crossing to activate the track circuits, thus causing the crossing barriers to descend! Hand signalling was introduced for two weeks whilst the crossing was relaid with rubber pads and concrete sleepers. Although controlled from Bo Peep Junction signalbox, some six miles away, it is somewhat surprising that no public emergency telephones are installed at this site.

Crew training with refurbished Class 411 4-CEP units appears to have commenced on 12 April with unit No 1520. During the ensuing two weeks units 1520-24, 1600/01/02 were noted. The public 'Gala Day' for the route was 27 April with a 50p fare and commemorative ticket for the journey between Tonbridge and Hastings. Although the weather was poor, the area was soon overwhelmed with enthusiasts, and by 10.30 there was standing room only on trains. Every available unit, even Class 415s were brought into service. By early afternoon, the commemorative tickets had been sold out and a free service ran! All attempts at a timetabled service were abandoned. Units used were 1518/20/22-28/97-1602, 5142/48, 5477.

For those who manfully forsook their beds to catch the first public EMU service on the line — a disappointment. The honour (?) befall Eastbourne and Bexhill commuters on 24 April when a broken rail near Eastbourne caused their train to be diverted over this route, only to find that later trains over the normal Brighton line route reached London Bridge first!

The section between Tonbridge and Tunbridge Wells was worked by Class 414/2 unit No 6013 providing a shuttle service from 7 April. Class 413/3 4-CAP unit No 3309 subsequently appeared on this duty.

Insulators were present by 12 April at Weymouth and Dorchester South in preparation

for electrification work west of Bournemouth.

A collision occurred on 27 April on the London side of Micheldever when Class 47/0 No 47282 travelling 'light' to Eastleigh TMD hit the rear of an engineer's train stopped at signals. The locomotive's cab was badly crushed, killing the driver and seriously injuring the second man. Five wagons were derailed in the incident which occurred at 17.35. The line at the time was still in the possession of the engineers and was reopened to normal traffic at 06.25 the following morning.

The High Speed Track
Recording Coach revisited the Region during April. Between 2 and 19 April, it was working over many routes, stabilising overnight at Wimbledon or Stewarts Lane. Departmental EMU No 053 and 054 were provided for haulage. For travel on non-electrified lines the following week, the DMBS cars of Hastings DEMU No 1005 were provided (see also LRT notes).

Between 21 and 23 April, L&SE liveried Class 419 DMLV No S68003 was a rare sight between Basingstoke and Woking where it was involved in high speed brake tests. It is reported that the tests were successful but on return to the South-Eastern section the old failures recurred and the vans may again be 'blacked' from operating on their own.

WESTERN REGION

Highly organised groups of thieves have been ambushing coal trains in the Welsh Valleys and risking their lives, police have disclosed recently. In February, two trains were forced to stop and hundreds of tons of coal were stolen by gangs of up to 50 people well prepared with lorries and vans near the Mountain Ash area in the Cynon Valley. The police have warned the thieves that they are dicing with death by putting sleepers on the line to force the trains to stop and then opening the coal release traps to maroon the wagons. The main motive behind these attacks is said to be providing needy people, such as the old, with enough coal to keep them warm throughout the winter. However, officials see the train ambushes as a major escalation in traditional coal 'picking' in South Wales, and as just another side to the increased amount of crime experienced on the South Wales railways.

In an attempt to combat this activity the British Transport Police have mounted the biggest ever campaign against crime ever witnessed on the railways of South Wales. Chief Inspector Stephen Chapman has the unenviable task of leading and co-ordinating the campaign which involves mobile support units and decoy trains.

This method has already been successful, catching over 500 offenders in just four months of last year.

A number of new InterCity services were introduced on 12 May. These include a new InterCity station at Tiverton Parkway; more IC125s to the west of England and more seats on IC125s at peak times. Daily IC125 trains between Paddington and West Wales will continue to run and a new service is introduced on Sundays. There is also a new non-stop IC125 from Bristol Parkway to Paddington; an IC125 boat train between Paddington and Fishguard; a new through train from Taunton to Inverness and more seats on through trains from Penzance to the north of England. Several developments have also been made in the Provincial Sector, these include: new Class 142 'Pacer' trains that have come into service in Devon and Cornwall; expansion of the experimental service from Melksham, and an all but hourly service between Cardiff and Portsmouth.

Platform sections for Cwmbran's new £33,000 railway station recently arrived by freight train from Severn Tunnel Junction. The wagons carrying them were uncoupled and the section craned into place. A BR spokesman explained that this method of bringing prefabricated sections was just one way of building a platform. In many other cases contractors build them on site. The new station was opened on 12 May and has been mainly financed by the Cwmbran Development Corporation. It is of striking steel and glass construction. Cwmbran station forms one of a number of improvements to have been introduced for the area around Newport and The Marches. These include better connections at Newport for London; a later train from Cardiff to Newport and Chepstow; a mid-morning train from Cardiff to Gloucester; an improved timetable between Newport and Gloucester and more trains to the South Coast and to the north.

Railcard holders are now able to take advantage of the big

discounts on midweek and weekend fares to the Channel Islands, introduced on 23 May — Torbay Seaways are running ferries from Torquay to Alderney, Guernsey and Jersey and the bargain ferry fares are offered to all railcard holders whether or not they travelled to Torquay by rail. Savings of up to £18 can be made in high season (July/August) if travelling at the weekend, and £16 during midweek. The ferries run from May until September and bookings should be made directly with Torbay Seaways.

Western Region ran 21 additional InterCity trains during the May Day holiday weekend, 2 May until 6 May. Eight of them were between Paddington and the West of England and five extra services ran between London and South Wales. Eight extra InterCity cross-country trains also linked the northeast with the southeast.

The former Midland Railway signalbox at Pirton closed on 4 May, and was to be demolished by 18 May when new Automatic Half Barrier crossings at Pirton and Wadborough (near Worcester) were to be introduced.

Although the Hallen Marsh Junction to Filton Junction line was officially closed to passenger traffic on 23 November 1964, an unadvertised service of one train in each direction has run between North Filton Platform and Parson Street, Bristol, on weekdays for the benefit of workers at the British Aerospace and Rolls-Royce factories at Filton. This service was withdrawn from 9 May. A three-car DMU set has normally been used, but the number of passengers has now fallen to about a dozen. Moreover, £18,000 would be needed to repair the footpath leading to North Filton Platform.

The Monmouthshire Railway Society rail tour 'The Risen

Below:
The West of England resignalling
has seen the end of quadruple track west of Cogload Junction. The last full day of four-track working was on 29 March when Class 47/4 No 47513 *Severn* was approaching the junction with the 06.30 Leeds-Peignton.
Brian Perryman



'Cuckoo' on 5 April ran from Newport High Street to Dock Street, Machen, Ebbw Vale, Rose Street, Oakdale, Glascoed, Blaenavon, Llanwern, Tidenham to Newport. Three three-car DMU sets, L416, B577 and C306, were the unusual combination provided for the tour. Class 491 4-TC units 404/20 were unusual visitors to Hereford on 26 April with a special from

PART ONE
Information reported to 18 March 1986. (We regret that this period was omitted from last month's issue.)

LOCOMOTIVES

New: February: 58038-HQ (ZF). March:
58039/40/41-HQ (ZF).
Reinstated: March: 03197-NC
Withdrawn: February: 08395 (SP), 08473 (CF), 47111 (Su, CD), 97408 (CD-CCE Crewe), March: 03189 (CH), 08433 (TJ), 25032 (CD), 25196 (KD), 25282/85 (CD), 45014 [The Cheshire Regiment] (TO), 45015-(TO), 45059 Royal Engineer (TO), 47405 Northumbria (GD), 47414/16 (GD).
Named: February: 31200 Railtour Enterprise. March: 37310 British Steel Enterprise, 37311 British Steel Hunsterton, 36553 County of Mid Glamorgan/Sir Morganwg Ganol.

ITEMS INTENDED for inclusion in this section for the September issue should reach us not later than 1 July. Publication depends on the availability of space, which precludes the coverage of model exhibitions, rail tours and party visits for which a charge is made to participants.

★ MEETINGS

Chesney & Wallingford Railway Preservation Society — 18 July: 19.30 The Centre 70, Kinercott, Wallingford 'Isle of Man Railways and Tramways', John Zedeece.
Didcot Preservation Society — 18 July: 19.30, Sir Robert Peel, Midland Place (opposite station), Derby. 'Talylyn Railway' slides by C. Bowles.
Graesend Railway Enthusiasts Society — 9 July: Holy Trinity Primary School, Hall, off Milton Road, Graysend. 'SE&C Railway', P. Tangye. 25 July: Summer Social, Venue to be arranged.
Great Western Society — 1 July: 19.30, The Leisure Centre, Bridgwater. 'The Mid-Hants Railway', J. Adams. 15 July: 19.45, BRSA, Temple Meads, Bristol. 'The Swanage Railway', D. Wright. 18 July: 19.45, Black Horse, Bridge Street, Taunton. 'Southern Steam Finale', K. Marx. 22 July: 19.30, Guildhouse, Harpur Street, Bedford. 'Great Western Signalling', A. Price.

Kent & East Sussex Railway, Thameside Area Group — 29 July: 19.45, Albany public house, Albany Park, Bexley. 'Southern steam slides by Geoff Silcock'.

Locomotive Club of Great Britain — 11 July: 19.30, The Friends Meeting House, Church Street, Colchester. 'Turkey and India', D. Witt. 14 July: 19.30, Southend Working Mens Club, Millbrook Road, Bedford. 'Steam Cine Films from George Clark's Collection', C. Smith. 14 July: 19.45, Brighton Model Railway Clubroom, London Road station, Shaftesbury Place, Brighton. 'Through to Europe', David Scott (BR European Passenger Manager). 16 July: 19.30, The Victoria Hotel, Wargrave Road, Newton-le-Willows. 'The East Lancashire Project', Barry Worthington. 18 July: 19.15, Fred Tallant Hill, 153 Drummond Street, London NW1. Member's slides. 21 July: 19.30, Red Cross Hall, Jubilee Terrace, off Rothes Road, Dorking. 'Railways at Home and Overseas', 8mm films by Trevor Rowe. 28 July: 19.30, Southend Working Mens Club, Millbrook Road, Bedford. 'The Aylesbury Branch - Model and Prototype', G. Williams.

Marlow & District Railway Society — 13 July: 17 July: 19.45, Gainsburgh Suite, The Chequers, High Street, Marlow. 'Expo 86', Mike Walker.

Mid-Hants Railway, Portsmouth Group — 15 July: 19.30, BRSA, Selbourne Terrace, Fratton. 'South African Steam', Andy Crespin.

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Waterloo hauled by Class 33/1 No 33113.

Twickenham was the destination for two specials from Bath Spa on 26 April hauled by Class 47/4 Nos 47560 *Tamar* and 47418. The event was the John Player Special Rugby Cup Final between Bath Spa and Wasps. The longest Foster-Yeoman stone train from Merchead to Eastleigh Aggregate Sidings ran in the

booked service at 10.03 from Merchead on 6 May. The load conveyed 43 PGA loaded wagons, a load of 2,320 tons. Limited capacity at the Eastleigh terminal meant that the train had to be split into three at Eastleigh yard for trip working forward. A Class 59 locomotive was used throughout.

Contributions to 'Rail Report' are welcomed. They should be addressed to: Railway News Editor, Ian Allan Ltd, Coombelands House, Addlestone, Weybridge, Surrey KT15 1HY.

For reports this month we thank D. D'Arcy, Brian Aylott, Christopher Bennet, Peter Bolton, Nigel Burkitt, J. O. Brie, Brian Cuttell, R. W. Cragg, Peter Durham, N. A. Eames, E. H. Evans, Larry Goddard, Alex Hogg, Michael Hillier, David Kirkham, Mike Ledder, Paul Lefevre, Gareth Leslie, Dave Titheridge, A. H. Scott, David Shreeve, D. J. Woodward, and A. R. W. Wooller.

Locomotive Stock Changes

Reallocated, inter-Regional: February: 08728 TE-ML, 37103 MR-CF.

March: 08411 SW-NL, 08757 TO-MR, 08903 WN-DR, 08819 TS-TL, 31117 IM-TO, 31142 MR-TO, 31155/68 IM-TO, 31259 BR-KD, 31271 MR-KD, 37041 ED-GD, 37125 ED-GD, 37133 ED-GD-ED, 37203 BR-IM, 37218 CF-IM, 37599 GD-CF (move to TE cancelled), 47001 HA-KD, 47101/03 TI-CD, 47106 TI-BS, 47423 GD-CD, 47647 BR-CD, 56061 CF-TO, 56068 BR-TO, 56083/84 TO-TI, 58037-40 HQ (ZP)-TO.

Reallocated, Regional: February: 08414 CR-SF, 08627 SF-CR, 08709 BN-SF. March: 03073 CH-BD, 03162/70 CH-BD, 08448

AY-ML, 08515 TJ-HA, 08746 HD-CH, 08843 HD-CH, 08858 TO-AN, 08906 HD-CH, 25176 KD-CD, 25278 KD-CD, 31257 BS-TO, 31290/92 TE-MR, 31309 BS-CW, 37029/32/75 TI-TE, 37080 MR-GD, 47370/71/72 IM-TI, 47379 TI-IM, 47427/28/38/39 GD-TI, 47459/65 BS-CD, 47542/44 SF-GD, 47545 KD-CD.

Renumbered and reclassified: February: Class 37/0 to Class 37/5: 37103 to 37511, 37192 to 37694. Class 86/0 to Class 86/4: 86319 to 86419.

March: Class 27/2 to Class 27/0: 27204 to 27058. Class 37/0 to Class 37/5: 37210 to 37693. Class 37/0 to Class 37/7: 37148 to 37899. Class 37/0 to Class 37/9: 37143 to 37902. Class 47/0 to Class 47/4: 47257 to 47650. Class 86/0 to Class 86/4: 86031 to 86431.

Renumbered: March: 37152 to 37310, 37156 to 37311.

Carlisle Citadel Station. Provisional exhibits — ex-SR West Country 4-6-2 City of Wells; Class 86 City of Carlisle; Class 55 Deltic; Class 58, D200; New Class 142 and 150 DMUs; coaches and PO wagons.

Swindon & Cricklade Railway Society — 6 and 20 July: Open Days at Blunsdon Station 11.00-17.00. Passenger train rides etc.

Enthusiast's Month

Peak Railway Society — 7 July: 20.00, Hallamshire Hotel, West Street, Sheffield. Film show.

Princess Elizabeth Locomotive Society (6201) — 19 July: 13.00, Cobden Hotel, 166 Hagley Road, Birmingham. AGM.

Railway Club of Wales — 11 July: evening visit. Details Abercrogyn Cottage, Llanmorlais, Swansea.

Southern Electric Group — 1 July: 19.30, New Railway Institute, Romsey Road, Eastleigh. 'Talylyn Railway', Eric Dash. 2 July: 19.30, Southwick Community Centre, Southwick. 'Metropolitan Railway' — Past, Present and Future', Philip Greenslade. 10 July: 19.15, Jubilee Tavern, 79 York Road, London, SE1. 'The Watford Electric Stock', John Gillham.

Stour Valley Railway — South West Essex Branch — 30 July: 20.00, Old Windmill Hall, St Mary's Lane, Upminster. 'History and Development of Liverpool Street Station', Chris Hammond.

Swindon & Cricklade Railway Society — 25 July: 19.30, Blunsdon House Hotel, Blunsdon, Swindon. Talk by Adrian Vaughan.

West Middlesex Railway Society — 21 July: 18.45, Community Centres, Merrick Road, Southall. 'Severn Valley Railway', Mike Draper.

Worcester Locomotive Society — 29 July: 20.00, BRSA, Tollardine Road, Worcester. Slide evening.

★ EXHIBITIONS

Carlisle: Exhibition to celebrate 150 years of railway history. Carlisle Museum & Art Gallery. 19 July-27 September.

Lytham St Annes Railway Society — 26/27 July: 10.00-18.00, Lowther Pavilion, Lowther Gardens, West Beach, Lytham St Annes. Adults 80p, Children/OAP 40p.

★ OPEN DAYS AND EVENTS

BR Carlisle Upperby Depot — 19/20 July: 9.30-18.00. Adults £1, Child/OAP 50p. DMU shuttle service from

★ STEAM DAYS

Scottish Industrial Railway Centre, Dalmellington, Ayrshire. 12/13 and 27 July: 11.00-17.00. Steam Open Days. Details — Tel: 0563 43428.

Bitton Railway Company. 6 July: 11.00-17.00 Steam Day at Willsbridge, Bristol. Details — Tel: Bitton 327296.

Buckingham Railway Centre, Quainton Road (near Aylesbury). 6/13/20/27 July: Open Steam Days. 10.00-18.00.

Great Central Railway, Loughborough. 6 July: Diesel Day. 12/19 July: De-luxe Evening Diner Train. £12.50. 10 July: Antique Fair. 26/27 July: Fun weekend at Quorn with Postman Pat and Royal Mail train. Lunch trains every Sunday. Details — Tel: 0509-230726.

Great Western Society, Didcot. 1/23 July: Steamdays for Schools including Iron Duke on broad gauge (11.00-16.00). 6 and 29 July: Steamdays from 11.00-17.00. Details — Tel: 0235-817200.

★ CONFERENCES

Canada: Third International Heavy Haul Railway Conference. 13-17 October at Hyatt Regency Hotel, Vancouver, BC.

Pretoria, South Africa. 1986 Annual Transportation Convention. 4-8 August. Details — Symposium Secretariat S.396, CSIR, PO Box 395, Pretoria, 0001.

Institution of Mechanical Engineers. 8/9 April 1987: Viking Hotel, York. International Conference on Diesel Locomotives (user requirements; technical features; environmental issues; maintenance and reliability; traction performance; etc.). Details — Institution of Mechanical Engineers, 1 Birdcage Walk, London, SW1H 9JJ. Tel: 01-222-7859.

★ NOTICES

Friends of West Highland Line have released full length video 52mins (VHS and BETTA). 'The Year of the Oban Line' £15.95. Details and video from Video Highland, 6 George Street, Oban, Argyll.